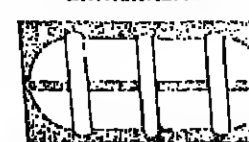


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Continued from Page 15

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SITUATIONS  
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SKIPPER requires on shore basis MVF under 25 tons, rigged for travelling, in south west. Box No. 353.

Scots speed-up change  
to plastic boxes

SCOTTISH ports are to use more plastic fish boxes following a delegation's visit to France sponsored by the firm of Allibert.

The group, made up of Scottish inshore skippers and representatives of various sections of the industry, recently went on a study tour to look at the methods and functions of plastic boxes in France.

James Lovie, chief executive of the Scottish Fishermen's Organisation, said that the delegation was in agreement

about "the urgent need for change" to plastic boxes.

He said that they were determined that the rate of replacement from wooden to plastic boxes should be greatly accelerated. Among the ports visited were Boulogne, Lorient and Concarneau.

In Edinburgh last week, members of the

delegation spoke highly of the many advantages — hygienic and otherwise — to be gained from the changeover.

BUT the Cape Trafalgar, the only wet fish trawler landing for Hull's Market made £35,445 in 1,108 kts. She had been out on a 25-day White Bear Island trip under the command of Skipper B. Word.

## CROSLAND

Continued from page one

allow today's meeting to go ahead on a Community extension.

If there is no Community agreement with Ireland by December 1, Mr. Crosland again assured the House that Britain would be seeking a bilateral agreement. "That is a fact of life", he said.

Asked if Britain would be prepared like Ireland to use the "Veto" if we do not get an adequate exclusive zone, Mr.

Crosland said: "There is no sense in which this matter could be subject to the veto as a technical form in Community language. What the Irish have done is not to veto in that sense. They have simply refused to agree to a settlement which it is fair to say was acceptable to virtually everyone else in the Community."

"Whether we shall be in this position at a later stage when we come to coastal belts I do not know. I would think it foolish to speculate about that now."

## DROWNE

A 47-year-old deckhand, the Peorhead seiner, Duff 11, James Leslie Buchanan, drowned on the fish grounds last week.

He was apparently on duty when he went over the end although the crew was able to haul him back within three minutes, he failed to recover, despite artificial respiration.

Mr. Buchanan leaves a wife and one son.

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BIG DEEPSEA FLEET  
A MUST

## Boyd spells it out

BRITAIN CANNOT rely only on an inshore fleet and she has no need to. The EEC has the ammunition to get "floating and substantial" agreements with third countries to keep our deepsea fleet fishing. This was spelled out in Hull last week by Tim Boyd Jr., managing director of the owners Boyd Line.

"If the country in the future is to depend purely on 80ft. boats for its fish supply there will be many days and indeed weeks, a mailman, when no fish will be landed", said Mr. Boyd. He was speaking at a conference on the present and the future of the fishing industry, organised by the Humberdale Branch of the Nautical Institute.

In making the most cogent and outspoken case for the deepsea fishing industry heard for a long time, Mr. Boyd said that with fish imports run-

ning at £160m. a year the UK should endeavour to maintain its fleet in distant waters. The EEC is armed with some impressive figures in negotiation. Against our North-East Arctic quota of 88,000 tons, the Norwegians take 80,000 tons of sprats within 20-miles of the British coast. The Icelanders take

10,000 tons from within the UK 200-mile belt. Off Faroe, the UK takes 18,000 tons of cod and haddock, while the Faroe catch from British waters is around 90-105,000 tons.

The only way to reduce imports would be to build large home water vessels like the Dutch, Belgians and French. These vessels which are as

large as our distant water ships will, said Mr. Boyd, he needed to compete with the continental in land weather and in deep water in the winter. Restricted to home waters, we would need freezer trawlers or extensive freezing facilities at the major ports. Mr. Boyd's paper will be published in Fishing News next week.

Safety suit launched  
by Cosalt

COSALT LTD., the Grimsby-based company with an international reputation for supplying fishing gear and equipment, has made a very important break-through with the design of an orally-inflated buoyancy suit.

Called the Codoc suit, it has already been so favourably received by the DoI that the Government department plans to test a large batch of suits by fishermen at sea under all conditions.

Cosalt, however, is so confident about the suit after successful trials with Grimsby fishermen, that it has already applied for a patent.

The suit has been developed in collaboration with the Safety Committee of the Grimsby Fishing Vessel Owners' Association, which has been largely instrumental in backing the project since it got off the drawing board last January.

A major point in the Codoc suit's favour is that it differs only slightly from standard fishermen's protective clothing and there is scarcely any difference in weight.

The idea was triggered off by Dr. R. R. Renfrew, medical advisor to the Grimsby Fishing Vessel Owners' Association, who was concerned at the inadequacies of existing buoyancy suits.

Dr. Renfrew approached Cosalt's expert on fishermen's clothing and gear-



Cosalt's Codoc safety suit with the buoyancy stow inflated. This took six breaths.

## Codoc suit evolved.

Simple in concept, the one-piece suit of trousers, bib and collar is fitted with crossed braces on the back secured into the waist band by stout nylon clips.

This method of wearing the garment allows for a detachable orally-inflatable stow (or lungs) — B.S. approved — to be inserted between a lining on the back of the bib and the collar, which for normal onboard work lies flat across the shoulders below the neck, secured by a strap of velcro.

If the wearer is swept, or falls, into the sea he reaches to his right shoulder where a one-way valve for inflating the stow is located.

Three breaths will lift the collar off the neck, settle it behind the neck and the partially inflated stow will amply support the wearer.

A maximum of five or six breaths will completely inflate the stow to a buoyancy of 40 lbs. Once the stow is even partly inflated, the wearer cannot roll over onto his face. The system works equally well under the Codoc amock and hood, which has an enlarged neck gusset for access to the valve.

Another plus is that the stow — representing roughly 25 per cent of the initial cost — is detachable. It reduces

ing replacement costs.

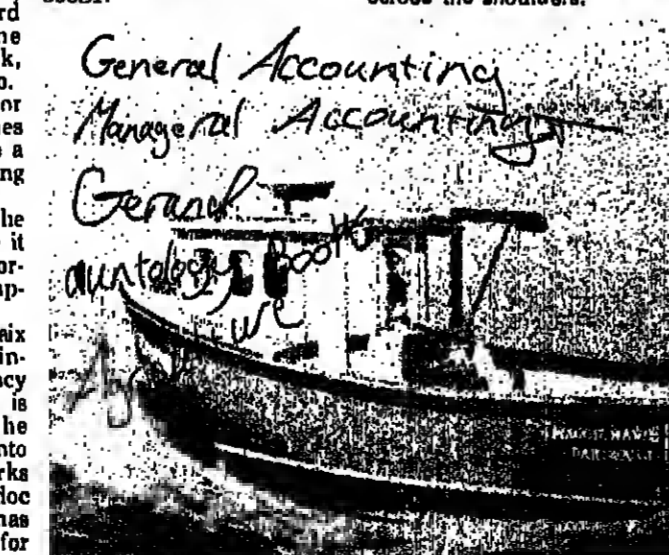
Codoc suits have no pockets or attachment which could cause accidents. They are manufactured largely in distress orange cotton-coated PVC, but any fish oil-resistant material is suitable.

Four sizes — small, medium, large and extra large — are available and they are generously cut to avoid excessive sweating or chafing, even in Arctic conditions, which can lead to dehydration problems.

Further details are available from: G. Claybourn, Cosalt Ltd., Fish Dock Road, Grimsby, South Humberside. Tel: 0472 58881.



Above: rear view of the suit's inflated stow and cross braces. Right: Codoc safety suit for on-board wear. The stow lies flat across the shoulders.



Selling off Moveglassy is Maggie Marie, the latest completion. Parry Mitchell and Sons. The 32-footer is based at which yard partner, Gary Mitchell, designed. Dartmouth and will work a multi-

HADDOCK—  
'We fish on'

A CONFRONTATION is looming up with the Government over North Sea haddock quotas. The 4,000 tons left for this year are expected to be exhausted in another two weeks.

Fishermen have only just been warned by the Ministry of Agriculture and Fisheries that the quota has nearly gone. Industry representatives were called to London on Tuesday to discuss the situation.

As far back as June this year there was a warning in Fishing News that the quota could be gone by well before the end of the year. Many fishermen, angry at being

kept in the dark by the Ministry, have said they will fish on regardless. East coast fishermen from Whitby to Arbroath will ignore an expected Government order to stop fishing.

Members of the Berwick-based Anglo-Scottish Fish Producers' Association described the Government quota system as a "total botch up" and chairman, George

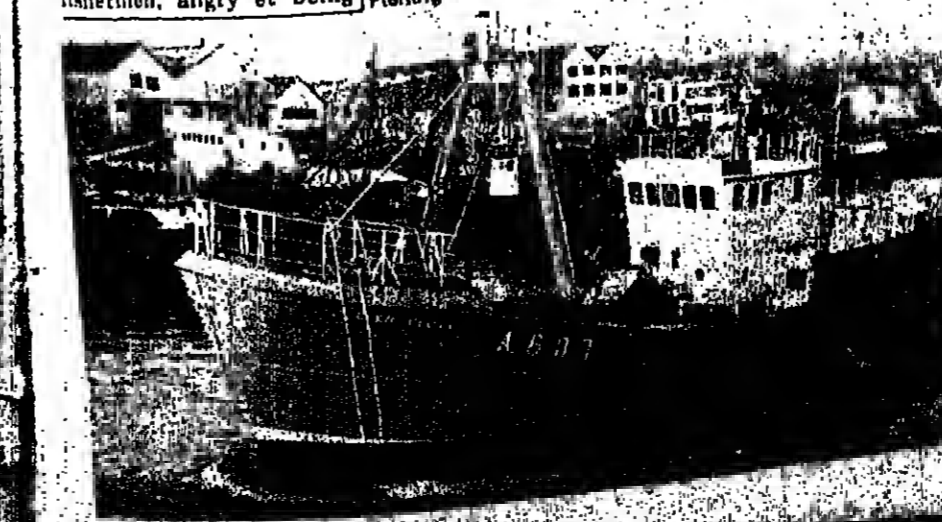
Crewford, said his 260 members would be advised to carry on fishing.

He added: "We have no intention of stopping fishing."

At Aberdeen Joe McLean, secretary of the Aberdeen Trawler Officers' Guild, said that skippers would continue to fish.

Skipper Willie Hay, chairman of the Scottish Inshore White Fish Producers' Association, and Jim Lovie, chief executive of the Scottish Fishermen's Organisation, were reluctant until they had consulted with their fishermen.

The Ministry termed the talks on Tuesday as "useful" and another meeting is expected in Edinburgh on Monday. See comment page 2.

New blue strength  
COSALT

This new range of high strength Bow and 'D' type shackles incorporate screw pins made from heat treated chrome moly alloy steel.

The shackles range from 1" to 11" (12.5mm to 32mm dia.) with pin sizes one size heavier. The inside length of the Bow is available from 51mm to 115mm whilst the inside length of the 'D' is from 43mm to 94mm. Safe working loads vary from 2 tons to 12 tons and the proofload is twice the safe working load. In all cases the minimum breaking strength is six times the safe working load.

Shackle Size (in)	Shackle Size (mm)	Pin Size (in)	Pin Size (mm)	Safe Working Load (tons)	Proof Load (tons)	Breaking Load (tons)
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2	50.8	1/2	12.7	4.0	8.0	12.0
3	76.2	3/4	19.0	6.0	12.0	18.0
4	101.6	1	25.4	8.0	16.0	24.0
5	127.0	1 1/4	31.75	10.0	20.0	30.0
6	152.4	1 1/2	38.1	12.0	24.0	36.0
8	203.2	2	50.8	16.0	32.0	48.0
10	254.0	2 1/2	63.5	20.0	40.0	60.0
11	279.4	3	76.2	24.0	48.0	72.0

## COSALT

For more information, please contact your local Branch representative or Head Office Export Dept.  
Cosalt Limited, Fish Dock Road, Grimsby, South Humberside.  
Telephone: 0472 58881. Telex: 52388.

# More boats head south-west

## Top pair team arrives

TWO MORE Grimsby pair trawlers set off this week to fish mackerel on the south-west grounds.

They are Skownee (Skipper Derek Brown) and Mohave (Skipper Colin Newton), Grimsby's only all-steel pair team.

The 74-footer, with Mirrelec Blackstone 495 hhp main engines, are among the most powerful for their size based at Grimsby.

The pair have just completed their first year together pioneering pair trawling on the Westerly grounds. They were so successful in the early summer that they captured and held for two months the Grimsby port pair team grossing record.

Latterly, foul weather on the Westerlies has curtailed operations and, with the onset of winter, their agents Tom Sleight (F.S.) Ltd. decided to switch them on to mackerel.

A spokesman for Sleight's told *Fishing News* the pair would be based at Plymouth, fishing off the Cornish coast, and using Milbrey Docks to discharge. He added they would be looking mainly for mackerel to meet the con-

similarly low-powered seiners which do not have the towing speed on their own to outpace the shoals.

It is understood, however, that at least one other pair trawling team, slightly larger and more powerful than Glenda and Paul Antony, could arrive in the area shortly.

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Above: getting ready for the off. *Moring Star's* crew sort out the purse's new mackerel net at Peterhead.

## PURSER PICKS UP MACKEREL NET

PETERHEAD'S new 86ft. purse seiner *Moring Star* has picked up her new purse seine net ready to start fishing mackerel off south-west England.

She will be based at Plymouth where her catches will be handled by the recently set up Plymouth Fish Sales Co., a subsidiary of Christian Selvesen Ltd.

The pursers is to use a Norsenot sprat seine 240 fathoms long and 60 fathoms deep. It has meshes about half the size of those in a herring purse seine to make it stronger and more suitable for mackerel fishing.

Design Ltd. of Newcastle on Tyne, was completed at Peterhead about five weeks ago. She has been trawling for pout in the North Sea on her first trip.

Skipper Duncan says: "She is a lovely ship. We've a lot of confidence in her and I don't think we will have any worry with her."

After picking up her purse seine in Norway, *Moring Star* came back across the North Sea in a Force eight to nine south-easterly gale. She handled very well, even

though she was carrying her trawl gear as well as her purse net.

Owned by Skipper Duncan, George Duncan and George Duncan, *Moring Star* was ordered from the Berdver of Intrepid Marine International. When this ship was built in 1975, Skipper Duncan had the boat completed boat towed to Peterhead where she was employed by local firms to her out. Original details was in 1974.



*Moring Star* — long trip to the south-west ahead of the...

## COMMENT

"ANOTHER FINE mess you've gotten me into Stanley". This comedy punchline might well apply to the haddock quotas, with the Ministry of Agriculture and Fisheries playing the role of Stanley.

Although the Government was warned back in June this year that the NEAFC haddock quota would be run out well before the year ended, the ministry has waited until now to tell fishermen that they have only the middle of the month and now it looks like the Government is going to have a confrontation on its hands.

For the Scottish seine-net fishermen this is a specially hard blow; they have nothing else to turn to, have just a little bit of forthought, the ministry could have prevented this crisis by telling fishermen last year how close they were to the limit. This would at least have given them some time to come up with plans to split the quota out.

Among controls which could have been put into effect were an 11.1a. limit size, a ban on ungutted fish — and even a four-day working week.

Although one of the ministry's suggestions at a meeting in London this week was a four-day week, officials demonstrated yet again how out of touch they are with fishing, they tried to insist on specific days. Perhaps they have been looking at all those

frozen fish advertisements on television where trawlers disappear into a calm sunset and there's never a gale to stop fishing.

The most bitter pill in this whole situation for British fishermen is that they will be stopped while other nations carry on fishing over quota. The ministry could not even come up with figures as to where other NEAFC nations now stand in relation to their haddock quotas.

It is freely accepted that NEAFC controls of fish stocks are in ruins. No longer can British fishermen be restrained by any hopes of an exclusive 12-mile limit with the cancellation of historic fishing rights. In Parliament this week, it was made clear by the Minister of State for Foreign and Commonwealth Affairs, Dr. David Owen, that to get a reversal of historic fishing rights would require a change in the whole foundation on which the EEC Common Fisheries Policy had been built.

## fishing news

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# Cod talks delay

TALKS between the EEC and Iceland on a new fishing deal for British trawlers due to start on Thursday (November 11) have been put off due to "practical problems".

Only at a second attempt last week did the Council of Ministers meeting in the Hague agree to extend Community limits to 200-miles from January 1 next year. It was thought that this had

delegated the start of the Iceland talks.

After holding up the 200-mile extension of the previous meeting in Luxembourg, Ireland finally relented after being given an assurance that she would be treated as a "special case".

The Council of Ministers recognised the need to expand Irish fishing. This would mean doubling the catch to 150,000 tons by 1979, and the Council took note that this

could only be achieved with the establishment of 50-mile coastal zone.

Although the Irish Fishermen's Organisation was reported to be satisfied with these assurances, some sources were questioning the wisdom of an expansion of fishing without watertight guarantees on limits.

The Irish Foreign Minister, Dr. Fitzgerald, said that his country still reserved the right to veto deals with third countries if the coastal limits were not to Ireland's satisfaction.

In the House of Commons this week, Minister of State for Foreign and Commonwealth Affairs, Dr. David Owen, said that in applying the Common Fisheries Policy the Council recognised the vital needs of protection for British communities dependent on fishing.

## TOP WEEK FOR CO-OP

BRIGHAM and Torbay Fish Ltd. chairman, Marcel Gallin, has told *Fishing News* that landings for the week ending October 29 were nearly a record for the co-op.

Landings were worth about £53,000 — only some £800 short of the co-op's record. Whiting, sole and turbot were well represented among the catches.



The petition reaches No. 10. Seen left to right are: Russell Fairclough, MP Aberdeen West; Lord Seothy; petition leader Albert McQuarrie; James Lovie, Scottish Fishermen's Organisation chief executive; Ian Lawson, prospective Tory candidate for Moray and Nairn; Alick Buchanan-Smith, shadow Scottish secretary; and Tim Price, prospective Tory candidate, Berwick and East Lothian.

# EEC CHIEF SET TO VISIT SCOTLAND

A PETITION with 28,000 signatures denouncing a 50-mile limit for Britain landed in the lap of European Commissioner Pierre Lardinois last week.

And the deputation which took the petition to Brussels extracted a promise from Mr. Lardinois that he would visit north-west Scotland.

Before leaving for Brussels on the Wednesday the petition was handed in at 10 Downing Street. The deputation — led by Albert McQuarrie, prospective Tory candidate for East

Aberdeenshire — was accompanied by James Lovie, chief executive of the Scottish Fishermen's Organisation.

At the end of what was described as a lengthy and informative meeting, Mr. Lardinois accepted an invitation to visit Scotland and see for himself the problems worrying the fishing industry.

Stressing that Scottish fishermen still had a future, Mr. Lardinois said he would like to give these assurances in person.

The deputation in London was accompanied by shadow Scottish secretary, Alick Buchanan-Smith, who told a

press conference that the Conservative party is wholeheartedly behind the petition.

"We demand that the Government defends this vital national interest," he said. "If Government can fight to save something like the green pound, which is fictional, then it can do the same for something which is not fictional."

The petition had been organised quickly to coincide with the EEC Council of Ministers meeting in the Hague last weekend, revealed Mr. McQuarrie.

"We could have got a million signatures," he said.



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## WFA loan interest changes

CHANGES in White Fish Authority and Herring Industry Board loan interest rates were made on October 13.

The new rates of interests for fishing vessels under 80ft. and new engines are up to five years, 15 per cent; five to 10 years, 15 per cent; 10 to 15 years, 15 per cent; 15 to 20 years, 17 per cent; 20 to 25 years, 17 per cent.

For processing plants, up to five years, 18 per cent; five to 10 years, 18 per cent; 10 to 15 years, 17 per cent; 15 to 20 years, 17 per cent.

The rates on advances made before October 13 are unchanged.

## Hull to host Catch '77

HULL WILL be host to Britain's major fishing exhibition next year. Catch '77 — The Humber National Fisheries Exhibition — will be staged on Albert Dock from June 1-5.

This move follows the staging of the successful Catch '76 show in Aberdeen last September by Eagle Exhibition Consultants Ltd. At the request of exhibitors at Aberdeen, it was decided to take this year's show into the heart of the deep-sea fishing industry.

The show goes back to Aberdeen in 1978 where

it will be staged from June 1-5.

Advance plans for the Humber show include the fact that this will become a regular event, alternating between Hull and Grimsby.

Many European firms have already shown a big interest in the Hull exhibition. "This will enable British fishermen, processors and distributors to examine the latest equipment which Europe's engineers have to offer," says the

London-based organiser.

It is also claimed that the show will provide a shopwindow for British producers and exporters of engines, gear and equipment, in addition to the unrivalled selection of fish products for which the Humber ports are famous.

Further information can be obtained from: Eagle Exhibition Consultants Ltd., 16-17 Bridal Lane, Fleet Street, London EC4Y 8EB. Telephone 01-853-1000.

## Clean up fish trading call

A BID to 'clean-up' fish trading at Brixham is being made.

Torbay Works and Harbours Committee is recommending the council to say it would prefer that, if the auctioneer at Brixham fish market does knock down fish for himself or his employers, then this should be publicly declared.

A report to the committee's October 27 meeting by the town clerk, David Hudson, and the borough engineer, Eric Clutton, said Brixham Fish Buyers' Association wished to see an improvement in the standards of the fish trade at the market.

The buyers' association declared that the auctioneer sometimes, when accepting a bid, knocked down an embargo at the same price for himself without disclosing the fact to other fish buyers present.

The licensed fish salesman (LFS), who were consulted, the association's complaints replied that if it occurred at all then there was a question that the extra box would be sold at a lower price — and the auctioneer was entitled to act in that way.

The association wanted the introduction of a fixed bid of £200 to £300, but the LFS opposed this. They said, "If of any use, a bond would have to be £1,000 to £2,000, which would effectively cut out small-scale buyers."

The association complained that packing and processing fish not caught locally restricted the room available for local fish. But the LFS denied that this occurred, and said where local fish were packed they were removed promptly.

Both the association and LFS agreed that a clerk should be appointed to supervise the fish market. This would alleviate many difficulties.

The works and harbours committee decided to recommend the Council at its November 23 meeting to declare that it cannot justify introduction of a fidelity bond. Nor does the committee feel that, with existing arrangements, there is justification for appointing a clerk.

## 'BRENDA' IN THE MONEY AT MILFORD

MARKETS were again very good at Milford Haven last week and some big grossings resulted.

Top ship honours went to Brenda Wilson (Skipper Rees Evans) which landed 182 kts, including 20 of cod, 10 of whiting, 45 of roker, eight of turbot and brill, 15 of plaice and seven of soles for a grossing of £5,701.

On the following day Peter Seaton (Skipper Trevor Sater) continued a good run with a grossing of £5,012 from 130 kts. Also landing was Jadedstar Gipsy (Skipper Jim Brodie) which returned an excellent average of more than £40 a kit with her 107 kts selling for £4,560.

Between them the vessels landed a total of 40 of cod, 20 of whiting, 80 of roker, 10 of turbot and brill, 25 of plaice and 15 of soles.

## MPs look at limits

THE TRADE and Industry sub-committee, which is engaged on a major inquiry into the fishing industry, plans to concentrate first on limits.

It began taking evidence on Wednesday, in Committee Room 16 of the House of Commons.

The witnesses will be officials from the Foreign and Commonwealth Office, the Ministry of Agriculture, Fisheries and Food, and the Department of Agriculture and Fisheries for Scotland.

## Quotas found for middle water misfits

BRITISH United Trawlers has put back six of its trawlers on distant water grounds by manipulating its Norway coast and White Sea quotas.

The six vessels were withdrawn from Iceland after the Oslo cod war settlement and have since been working the middle water grounds with little success.

Last year the company ran out of its north-east Arctic cod quotas, mainly due to a misunderstanding which affected all distant water owners in the autumn, and this in turn created all sorts of problems for the freezer trawlers which cannot work Iceland.

To avoid the same thing happening this year, most of this year's Norway coast and White Sea quotas were reserved exclusively for the freezer fleet and the remainder kept in hand for a few wet fish trips.

However, the freezer have not all fished up to their full expectations due to a variety of reasons and, with the year's end in sight BUT has been able to switch the surplus cod quotas to its wet fish fleet.

This has enabled Ross Kashmir, Ross Kelly, Ross Kelvin, Ross Khoroum, Ross Kipling and Ross Juno to revert to distant water work. Unfortunately, one of the

main reasons for the surplus on the cod quotas has been a run of bad luck and breakdowns with the BUT freezer trawlers at Grimsby.

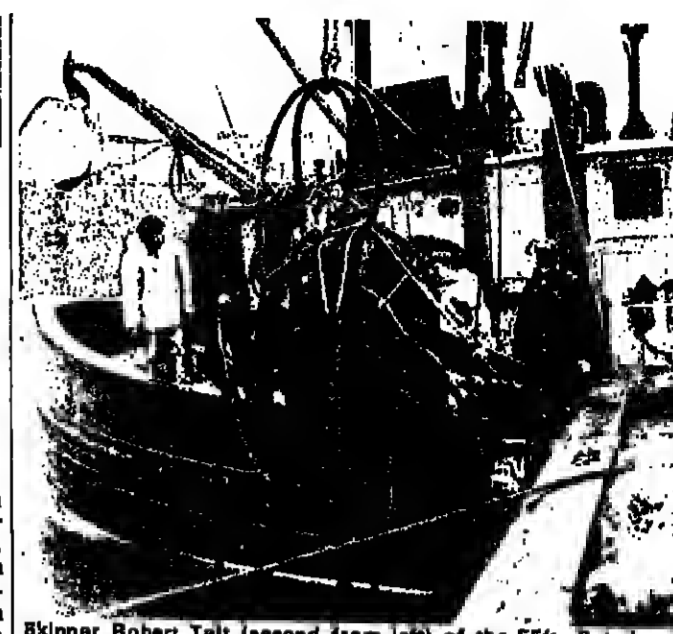
Latest misfortune is another breakdown on the two-year-old Roman, presently in Bergen, Norway, with a fault so serious that most of the crew were flown home a short while ago.

Another company anxious not to sacrifice cod quotas is Newington Trawlers Ltd. of Hull. Its big money earner

Hammond Innes has been dry-docked on Tyneside for over a month with mechanical problems. On Wednesday she was preparing to sail with Bill Brettell in command, direct from South Shields.

It is understood that there were no dry-dock facilities in Hull for the vessel and she went to Jarrow before moving on to South Shields.

On her last trip, Hammond Innes made £76,082 at Hull.



Skipper Robert Tait (second from left) of the 65ft. Peterhead trawler Strathgry supervised the removal of a massive steel towing hawser which fouled his net four miles off Peterhead. The hawser is similar to those used by bergas and tenders in oil related work. It weighed several tons and, as the crew heaved in their net, there was a danger of the vessel listing over. They could not get it on board and finally made for port, where it was heaved on to the quay by cranes. Skipper Tait's net coiling around £800 was in shreds before the crew was able to clear the obstruction. The matter was reported to the local fishery officer and Skipper Tait intends making a claim for compensation.

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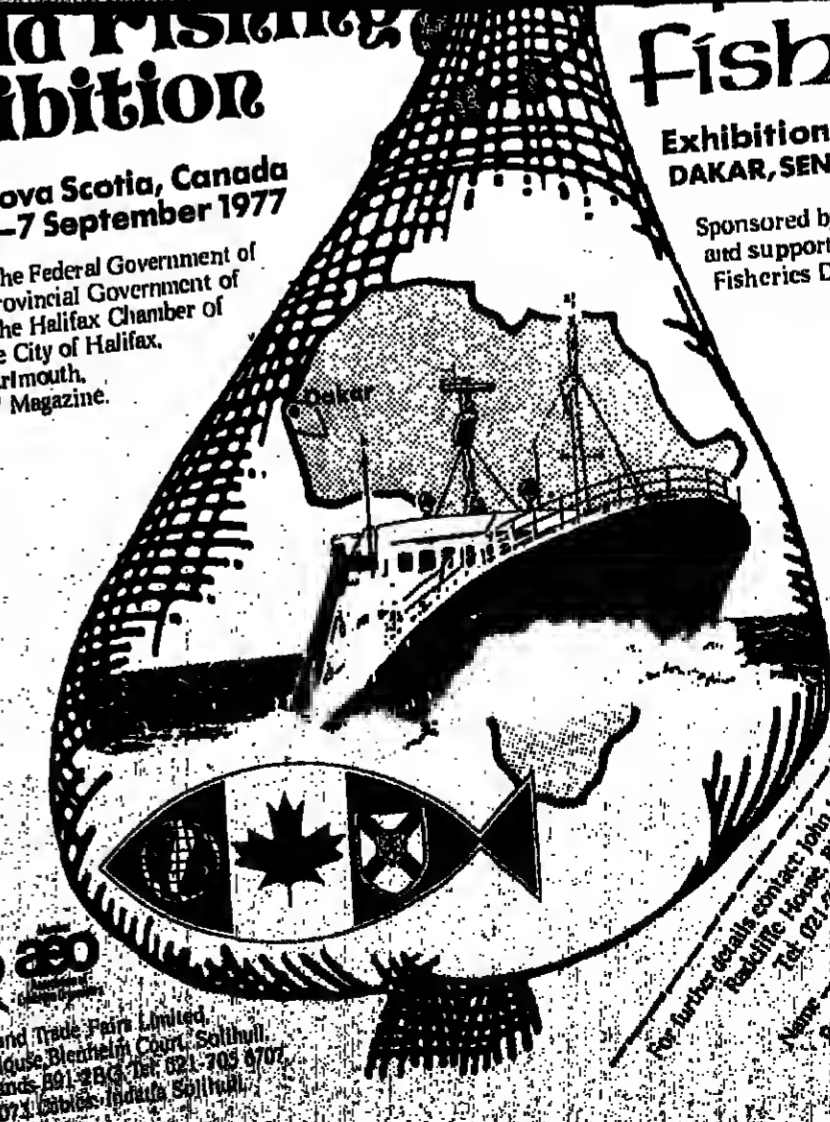
Halifax, Nova Scotia, Canada  
31 August—7 September 1977

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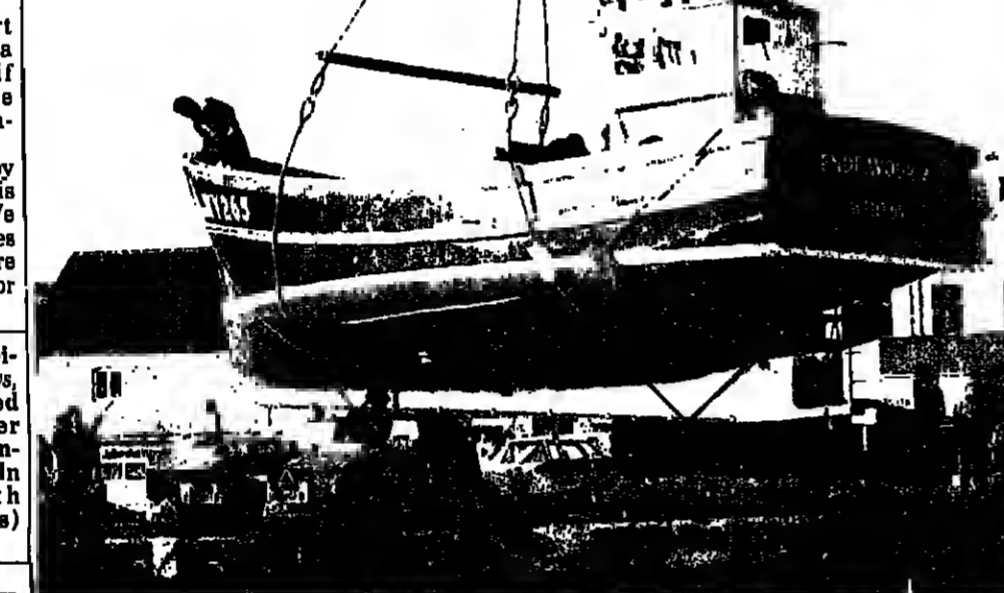
## DIVERS TO BLOW UP SUNKEN TUG

THE WRECK of the tug Borkie, which sank off the head of the harbour two months ago, is to be blown up because it is a hazard.

One trawler has already carried out a survey. We colluded with the wreck, plan to explode the charges marked by two wreck buoys during the daytime and there quarter of a mile off should not be any problem for Lowestoft coastguard station.

The hull of Borkie lies just below the surface and is on the path normally taken by trawlers heading for the harbour entrance half-a-mile away.

The contract for the demolition work has been given by Trinity House to Coseng Diving Ltd. of Gt. Yarmouth.



## CRABBER ACTION

Seen being lowered into the water at Flushing, Cornwall, last week is a new crabber (above) for Whitby. Skipper Matthew Henderson's 38-footer Endeavour A (WV285) went on White Fish Authority trials on Friday last week after being completed by the nearby Cygnus Marine yard. The GRP-hulled crabber is expected to be delivered by sea next week.

## Tough winter ahead

WET FISH landings falling to below 20,000 kts for the first time since last May hinted at a tough winter ahead for fish merchants at Grimsby last week. It kept quay-side prices sky-high.

But the slack fishing on all grounds, especially the distant waters which Grimsby traditionally relies on for winter supplies, made sure the run of records was belted.

From seven Icelandic and one White Seas trips only 9,194 kts were landed. The supply situation was worsened as only five middle waters (3,534 kts) landed and there very indifferent returns by the weather-hit North Sea vessels.

Overland supplies from the north and Scotland went some way to augmenting the landings, but even the weather curtailed these.

Top catch of the week went to the Boston Deep Sea Fisheries' Boston Kestrel (Skipper Peter Fenty) with 1,520 kts after a 22 day Icelandic trip.

The 142-footer turned out over 1,850 kts of eagerly sought codfish to continue her run of decent grossings with a tally of £46,272.

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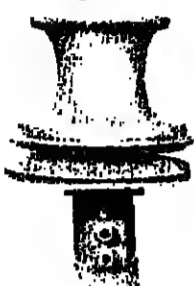
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## Satellite navigator now in the UK

THE NEW precise-positioning satellite navigator known as the Magnavox MX 1102 is now available in the UK.

It is the first satellite navigation system incorporating a microprocessor in place of a separate minicomputer.

With its advanced, permanently stored programme, it is said to be easy to use and to require only a few hours training for operation and maintenance.

Receiver, microprocessor and CRT data display are housed in a single unit which is no larger than a portable TV set, and may be chart table, bulkhead or deck-head mounted. The only other item, a small antenna/preamp, is mounted in any relatively unobstructed location.

Continuous navigation information is clearly displayed, requiring no special charts or manual computations.

Latitude, longitude, and Greenwich Mean Time (GMT), are supplemented by such information as distance travelled, heading to steer, Great Circle and Rhumb Line courses, distance to destination, and time of next (and future) satellite fixes, all

## John Burgess' Log



of which may be displayed on command.

One special feature is Programmed Tracking. This enables the new system to distinguish between different satellites, and to lock only on signals from the satellite offering the best navigation fix. Between fixes, the system automatically dead reckons and compensates for set and drift.

Specifications for Class Nav N certification by Det Norske Veritas have been met in the design and testing of the MX 1102.

These include demonstrated accuracy — static accuracy to 0.05 nautical mile (rms), and underway to 0.1 nautical mile (rms), and underway to 0.1 nautical mile (rms) — comprehensive environmental testing, failure mode effects and reliability analysis.

The system self-tests every two hours and, in the event of failure, identifies the easily replaced module responsible for the malfunction.

Full details are available from the principal European agents for Magnavox — S. G. Brown Ltd., Greyhound Road, Watford, Hertfordshire, a Hawker Siddeley company.

## TAINTED WATER TANKS

"SOME time ago I inadvertently coated the sides of the steel water tanks in my boat with bitumastic paint and about a month later the paint was always being peeled off."

"I have removed as much of the paint as possible by the water is still stained. Can you suggest any method of removing the remaining bitumen, bearing in mind that it is possible only to insert an arm into the tank?"

One way to remove it would be to burn it. However, some cotton waste or rags soaked in paraffin into the tanks and set them alight. Bitumen would be likely to burn away.

Another way would be to have the tanks galvanised. The process the bitumen would be removed by before surfaces are re-coated.

ANY QUESTIONS? IF YOU have any questions about boats, equipment, or methods, John Burgess is always prepared to answer them if they are with a stamped addressed envelope for reply.

## Cold storage boxes

"WE ARE currently completing a 36 ft. GRP hull for lining in winter and it's vital to have a cold storage box somewhere and would like to know whether you think a gas or electrically operated one would be best."

"We would also like to know where we can get a small to medium size unit of whichever type you recommend."

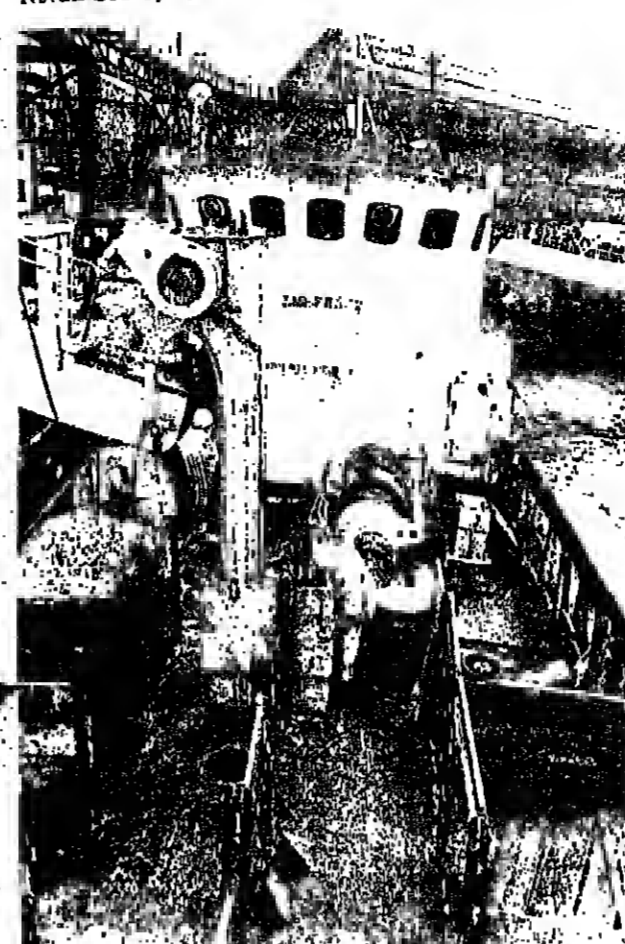
If you intend to carry banks of batteries with plenty of storage capacity, I suppose an electrically operated unit would be best; it would not constitute a fire risk as a gas operated one might.

Cooling I have a hunch, however that there is a cooling unit available which would suit you better than either of them.

It is a unit, known as a Frigoblast, which can be operated directly off your propulsion engine. It consists of a compressor with an electro-magnetic clutch, a condenser and an evaporator plus connecting hose, controls and mounting parts. And it is capable of maintaining temperature to minus 12 deg. C in a 6.7 cu. ft. box.

According to its UK distributor, you don't have to be refrigeration expert to install it as it is pre-charged with Freon 12 and ready to run.

Compressor and condenser are designed to be fitted in the engine space, evaporator in the cold box. The compressor, belt-driven off the engine, freezes the solution in the evaporator.



First sprats of the season being discharged from Lis Frank at Grimsby. The boat fishes industrially all year round.

## First sprats come early

THE 200-TON Danish industrial trawler Lis Frank (HG 256) landed the season's first shot of sprats at Grimsby on Thursday last week.

Lis Frank, owned by Tom Slight (F.S.) Ltd., discharged about 80 tons of fish from her North Sea grounds after a trip lasting ten days. Bad weather had prolonged searching for the shoals.

It is thought the landing is one of the earliest in Grimsby for the fishery and winter sprats on the east coast.

Not a sprat landings at Grimsby do not get under way until well into November and, during the last two seasons, there have been very little activity before December. Then frosts and

## BEST-EVER EARNINGS — but owners need the cash

THE Lowestoft trawler earnings record looks like being broken by a big margin this year.

When St Patrick, under Skipper David Baaford, brought in a catch worth £14,118 on Wednesday last week, her earnings so far this year went up to around £220,000. With two months still to go, she is way ahead of last year's record of £189,265 which was set up by St Thomas.

Although obviously delighted with St Patrick's latest catch, Aubrey Moore, manager of her owners, East Coast Fish Sales, said it is not an occasion for jubilation. The record seems to get more fish than the port.

NORINA set a class record at Fleetwood last week when she made a fast return to port from Iceland with 1,226 kits.

Skipper Frank Wilson, who sailed Marr's Norina back to port after only 18 days, saw the 130 ft. class record go when his catch sold for £36,884. The stern trawler's haul included 1,000 kits of cod which averaged more than £30 a kit.

On the same day another stern trawler, Ideno, gave Marr a records double. Skipper Tom Christy took the vessel to the west of Scotland grounds and returned with 966 kits, including 150 of cod, 20 of large plaice, 400 of haddock, 80 of roker, 190 of dog and 10 of mackerel, which sold for £24,031 — a new high for a middle-water trawler.

Lunedo took advantage of the high prices when she returned from Iceland with 1,098 kits, including 650 of cod and 250 of coley, to make £30,370. Skipper Bill Reader had to cope with bad weather on this trip.

Skipper Bill Bridge returned to his old north-west of Ireland hunting grounds on his latest trip in the stern trawler Boston Stirling. He was able to bring her back after only 12 days with 770 kits to earn £16,190.

The outstanding near water grossing of the week was made by the North Wales beam trawler Cornelia, which had more than 35 kits of soles in her total of 120 kits which sold for £5,480.

This vessel, along with the Irish trawler Morric Jacob

which frequently lands at Fleetwood, has had an outstanding run on the Morecambe Bay sole grounds.

There was also a good

grossing for the wooden pocket trawler Girl Doris, skipper-owned by Jack Delroy. She went in her usual North Channel grounds and returned with 83 kits of excellent quality fish, which sold for £3,141.

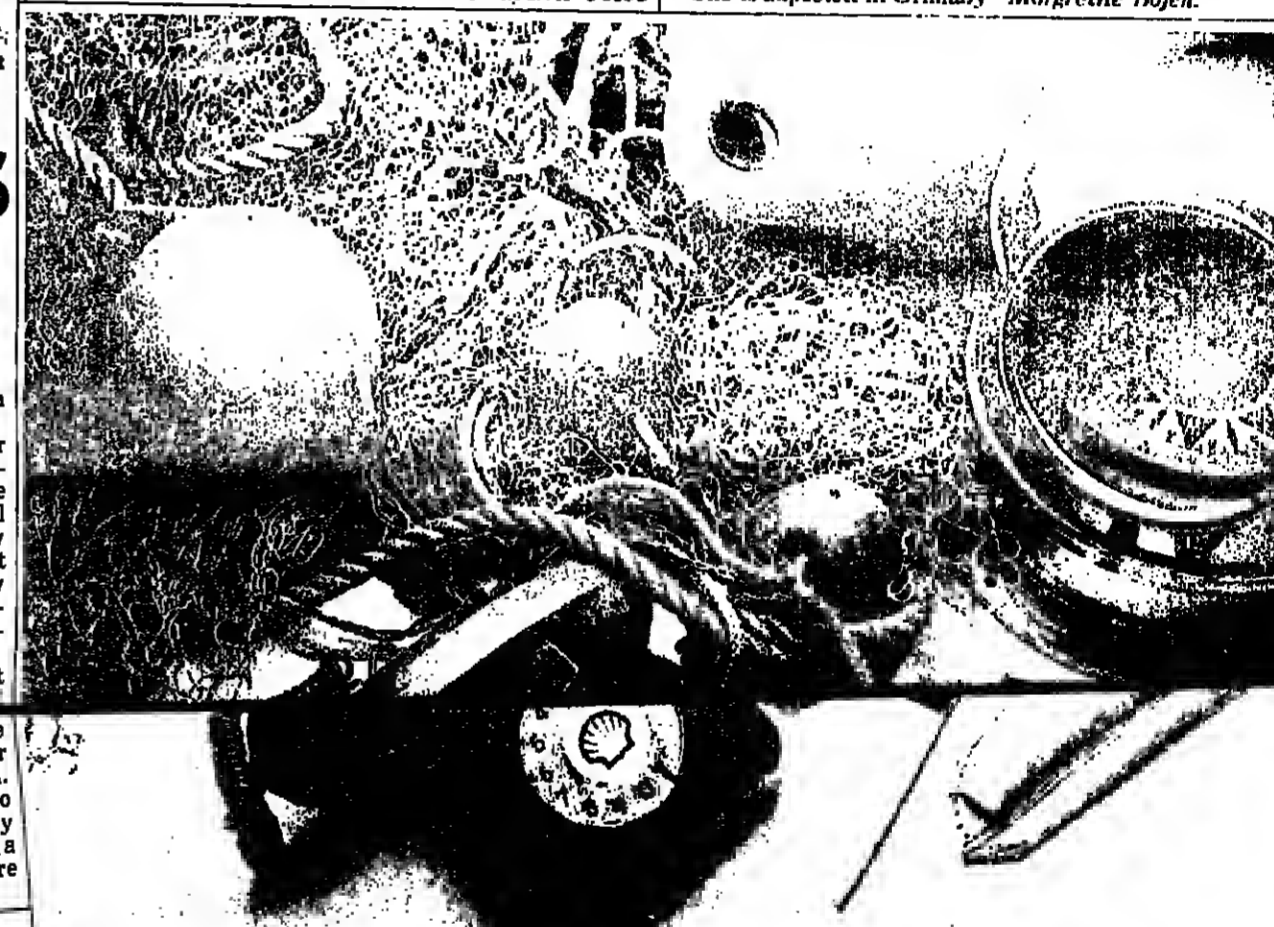
In the pocket trawler section this was only bettered by Rosamonda. Skipper L. Hatcher made £3,680 from 152 kits.

## Pair boat due

A NEW wooden pair trawler for Grimsby owners, Riva side Trnvlers Ltd. is to be launched from Jones' Buckle Shipyard Ltd. on November 8.

The vessel is to be named Joan Scott, after the wife of Skipper Phil Scott who will take command of her. She is expected in Grimsby

later this month and will pair up with Golden Venture (Skipper Peter Palfrey). Joan Scott is basically a sister-ship to Skipper Jens Bojen's enormously successful Margrethe Bojen delivered from the same yard last spring. She will have a Gardner main engine instead of the Kolvin installed in Margrethe Bojen.



## If you're fishing for marine fuels and lubricants, here are the numbers to catch.

service at new locations, if the demand is adequate. And about the credit-card supply facilities, which allow pick-ups without cash at Shell contracted ports at home and abroad.

Or, for details of the comprehensive Shell Technical Services available, dial the special 01-438 3316 enquiry number.

Whether you're operating a single vessel or several hundred, you'll find Shell fuel and lubricants problems down to size. The Shell Marine Service is second to none.

01-438 2800 for fuels. And 01-438 2070 for lubricants. The rapid contact points set up by the new Marine Sales Department of Shell U.K. Oil. This specialised department is now taking care of the bunkering and lubrication requirements of all U.K. commercial customers. It's manned by helpful, experienced staff familiar with the needs of both the offshore and deep sea fishing industries. So ask them about the top quality fuels and lubricants Shell supply at most ports throughout the United Kingdom. About the development of



01-438 2800 for fuels. And 01-438 2070 for lubricants.

## Don't cut hull costs to the bone

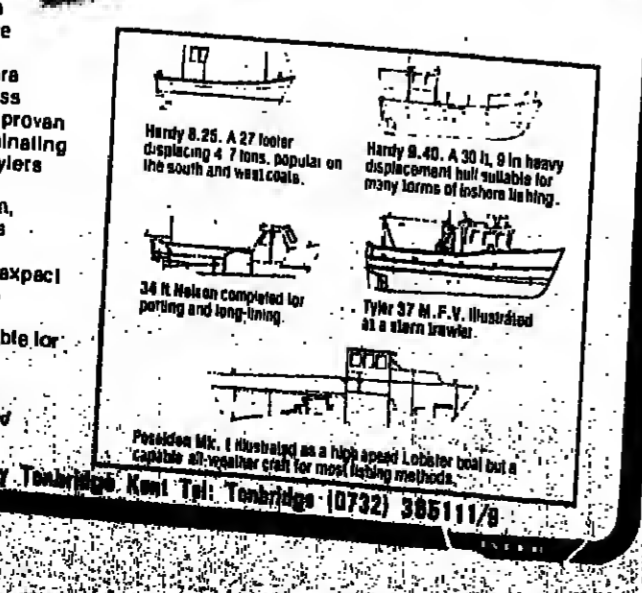
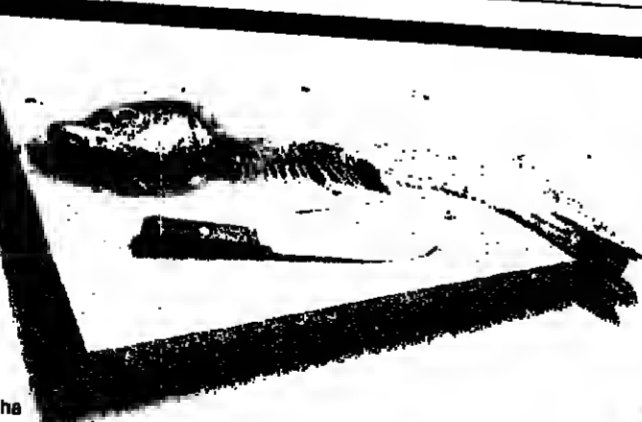
Building and fitting out a fishing boat is far from cheap, and no fisherman worthy of the name economises on nuts, bolts or electronic equipment — they are the life of the trade. All the more surprising that some owners shop around for the cheapest hull on the market, ignoring potential maintenance costs, durability and even the safety of life and limb.

Tyler hulls are not cheap. But we firmly believe that they are the best. We employ the best designers, we use the best glass and resin materials and our moulding techniques have been proven on the seven oceans of the world. Small wonder that discriminating fishermen, private authorities and public services turn to Tyler's for rugged reliability.

Fishermen agree that you get out of fishing what you put in, whether it is money, effort or skill. So only the best — not the cheapest — is good enough.

When you come to sell a boat built on a Tyler hull, you can expect to reap an additional benefit — a re-sale value which justifies your foresight.

Tyler Boat Company offer hulls and superstructures suitable for fishing and commercial craft from 18 to 75 ft.



Hardy 8.25, A 27 footer displacing 4 tons, popular on the south and west coasts.

Hardy 9.40, A 30 ft., 9 tons heavy displacement hull suitable for many forms of offshore fishing.

34 ft. Mako completed for porting and long-lining.

Tyler 37 ft. P.V. illustrated as a stern trawler.

Preceded by a high speed lobster boat and a capsule all-weather craft for most fishing methods.

Tyler Boat Company Ltd. Sovereign Way, Tonbridge, Kent. Tel: Tonbridge (0732) 385111/10

## Skipper helps design winch

ONE OF the few winches on display was a new seine net unit from the Deuntless Marine Engineering and Supply Co. Ltd., of Benff.

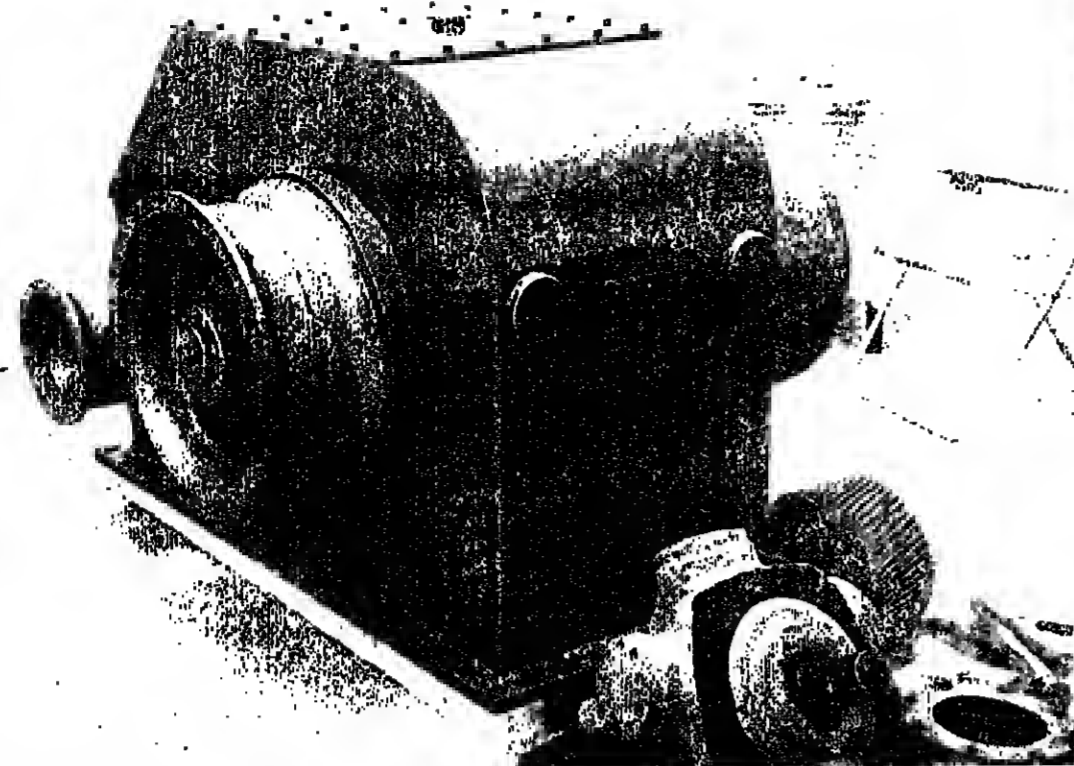
This new winch was designed and tested in conjunction with Skipper Willie Campbell of the 85ft. seiner Ajax. It was fitted during the week of the show Ajax landed a catch worth about £10,000 after a three-day trip using the new winch.

Skipper Campbell's philosophy is to use simple and robust equipment needing the minimum of maintenance — and the new winch has been designed to these requirements.

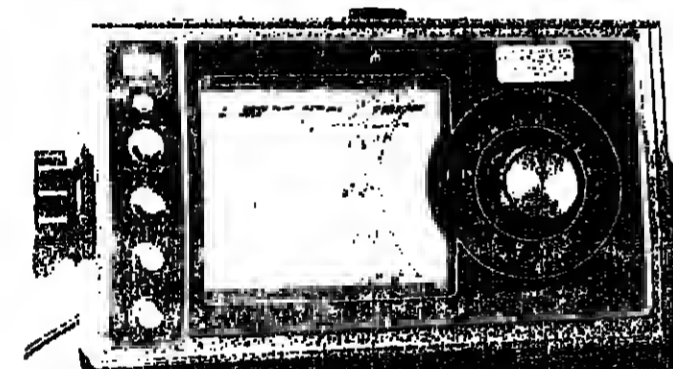
The winch is fitted with a Steffs hydraulic motor housed on the outside of the winch and drives the shaft through a flexible coupling to reduce strain.

Spar gears of very heavy construction are used in the winch and the seine barrels have a large diameter of 20 in. to reduce wear and tear on the ropes.

Deuntless Marine has a full order book for winches at the moment, mainly for fitting in existing vessels. It supplied the combination seine and trawl winches to the three 75ft. steel-hulled vessels Hesperus, Lorenzo and



The new seine net winch on the Deuntless Marine Engineering stand. The first model has been fitted to Skipper Willie Campbell's 85ft. seiner Ajax.



The portable ND-200 echo sounder which was such an outstanding success on the Grange Marine Services stand.

various vessels and very costly to replace even when properly insured, Grange Marine Services of Falkirk seem to have hit on another winner.

It has introduced a plug-in echo sounder by Iwetani of Japan which has been newly designed and reduced in size, without a fall-off in performance, for easy carrying.

The ND-200 echo sounder, at just 4 kilos (8.8 lb), is as portable as a handle set into the case. It is ideal for the fisherman in the small vessel who wants to be sure his equipment is safe while in port.

It incorporates many of the features of much larger units having four sounding ranges (0-40m, 40-80m, 80-120m, 120-160m) and operates on a

paper at 281 pulses and a frequency of 200 KHz. It has a power consumption of only 2 watts and operates off a 12V battery.

Another big plus is the transducer which has no metal parts to create corrosion problems and, amazingly, the entire outfit costs only £220.

Grange also displayed for the first time a slightly larger echo sounder, this time by Honda, with six different range scales. The HE-101 is a precision instrument retailing at only £580 and very similar to other makes at twice the price.

Both models are highly sensitive to allow firm identification of a shoal and discrimination from fish on the bottom from the sea bottom itself. The HE-101 is not a portable model.

## Robust GRP gutting shelters

THE FIRM of Mooduff Glasfibre has successfully developed a method of building a robust GRP gutting shelter for deck fitting.

Already several leading north-east seine net vessels have fitted these including the 80ft. motorhead boats Daisy and Fidelity, skippered by J. Bruce and J. Meir respectively.

Sufficient strength has been achieved by laminating the GRP over a stout aluminium framework and the structures have the added advantage over steel in that they are lightweight and maintenance free.

The aluminium framework is totally enclosed in the GRP so that it will not corrode. In addition, a heat loss insulant is built into the structure so that it will actually be warmer for the crew working on deck under the shelter.

Fitting is planned for a minimum loss of sea time. Shelters are partly prefabricated in the workshop. The aluminium is taken down to the boat one weekend and is then taken back to the workshop for laminating with GRP.

During the following weekend, the whole structure can be bolted in position.

## You should never buy your engines in a hurry.



You don't make snap decisions. There's too much at stake. Profitability, long-term economy, lives will depend on you. You must consider the hull size, or the horsepower, the electrical loading. You want reliable and faultless performance. Year after year after year.



And a world-wide service back-up to make sure you're never stuck for a replacement part. Anywhere.

Now, all things considered, which engines fit the bill? Lister.

# CATCH 76 REPORT

A further look at the Aberdeen fishing show

## Attacking the gribble worm

MAKERS of paints and coatings since the 1830s, Jotun-Henry Clark continually updates its paint systems.

The company can supply the entire external and internal paint system for fishing vessels and its technical service department gives suggested layouts for paint specifications for new buildings and maintenance schedules. And the firm's inspectors ensure that the paints are being used correctly.

During the exhibition another new boat, entirely treated with Jotun-Henry

Clerk paints, Aberdeen.

The 80ft. trawler Glen arrived after her damage from the shipworm had been but Jotun-Henry (Aberdeen) Ltd.

Details were of various species such as the Trade approach, paint and rooms and to help combat shipworm damage.

wooden boats in English ports by gribble, which resembles a tiny woodlouse with seven pairs of legs.

A detailed specification for the treatment and pointing of boats already affected by gribble, and for the protection of those not affected, has been prepared.

## Design service

TYNEDRAFT Design Ltd., and its associated companies, have provided a consultancy service in recent years on over 20 fishing boats built in various British yards.

The first of the TD89 series

of Tynedraft-designed fishing vessels was the 86ft. steel boat Shemara built in 1973 at the John R. Hepworth yard at Paull, on the Humber, for leading Peterhead herring skipper, James Pirie.

Services offered by the Tynedraft group are tailored to suit specific requirements of clients and cover market investigation, feasibility studies, final design and construction information, progress reports, inclining tests and trials supervision.

The parent company, Tynedraft Design Ltd., was founded in 1957 and provides a design and consultancy service to most sectors of the industry, with emphasis on the

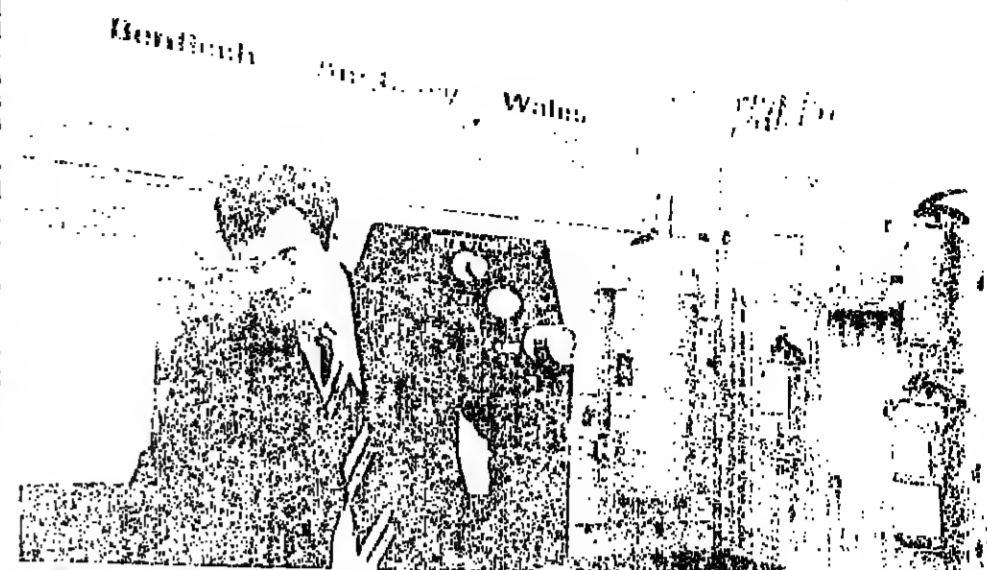
marine and fishing industries. Tynedraft's activities are complemented by Wilson Ross McDougall and Associates, the naval architects and marine consultants which design vessels in steel, wood and GRP, as well as hulling conversions and stability work.

The Greek yard of Olympic Marine recently completed the fishing vessel Grigonussa, the first of a series of GRP vessels designed by Wilson Ross McDougall.

Other members of the Tynedraft group include the Sunderland Model Making Co. Ltd., said to be the oldest established model maker in the UK. It makes prestige, display and working models for all sections of industry, and Rowland Ross Ltd., which is the marketing and sales consultant for the Tynedraft group, and for Olympic Marine of Greece.

## Fire fighting

ANGLESEY Fire Protection specialises in the marine field. Its range of equipment is selected to comply with the stan-



Peter Day, managing director of Anglesey Fire Protection, with examples of the BTM fire extinguishers.

dards laid down by the Department of Trade for fishing vessels.

The main exhibit on the stand was the BTM Fire Extinguishing System which presents a harmful effects to the crew and is designed for use in engine rooms and machinery spaces.

As BTM is a clear, non-smelling and non-toxic gas (in the percentage used), engineers can safely re-enter the engine room immediately after the gas has been used.

The storage cylinders are light and easy to replace when empty, and the pipework used is simple and straight forward.

As BTM is a relatively new

medium, there is not, as yet, a general specification laid down as the firm submits its proposals for a particular vessel. All installations already carried out have full approval of the DoT.

The system is suitable for use aboard all fishing vessels from the smallest to the largest and the firm feels that there is great scope for the equipment in Scotland. It plans to provide a van service in the area and will always be ready to give assistance and advice.

The 10S114 is an eight-cylinder Vee-form turbo-charged and inter-cooled unit with a heavy square cast-iron output of 270 hp at 1,800 rpm and a displacement of 637 cu. in.

Both engines incorporate the heavy-duty Scania design features which give high reliability and durability within a compact package.

The DS114 is 1,442 mm long and weighs 1,350 Kg, while the DS111 is 1,548 mm long and weighs 1,135 Kg.

## Demand for diesel range

CONFIDENT that there would be an increased demand for marine engines in the near future for units between 100 and 350 hp, Scania engines were well to the fore at Aberdeen.

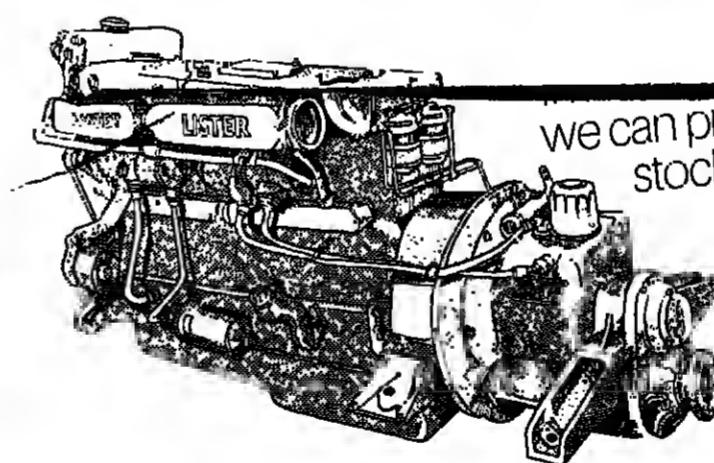
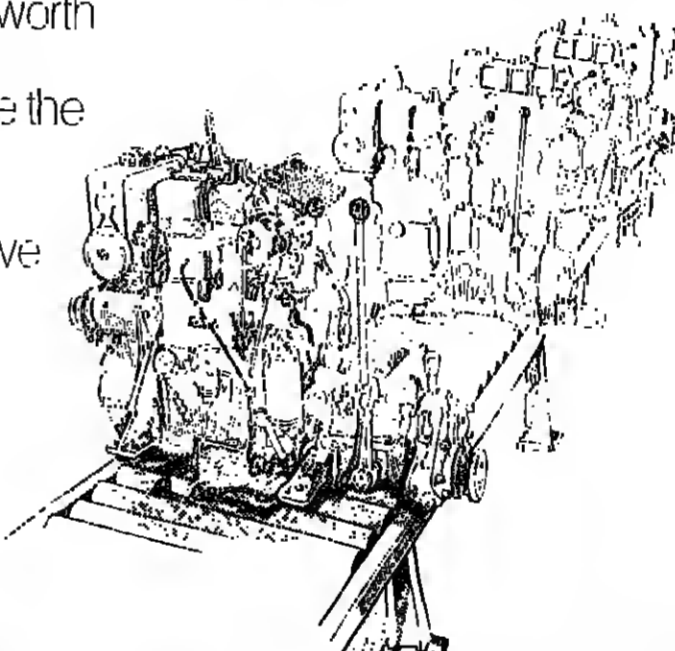
A number of Scottish vessels have been fitted with Scania engines during the last few years and most of these are based at west coast ports.

On display were the DS114 M01 and the DS111 M01.

The 10S114 is an eight-cylinder Vee-form turbo-charged and inter-cooled unit with a heavy square cast-iron output of 270 hp at 1,800 rpm and a displacement of 637 cu. in.

Both engines incorporate the heavy-duty Scania design features which give high reliability and durability within a compact package. The DS114 is 1,442 mm long and weighs 1,350 Kg, while the DS111 is 1,548 mm long and weighs 1,135 Kg.

They're so good that they're worth waiting for, if you have to. And that's exactly where the good news comes in. We've expanded our production facilities to improve availability.



One of the range of Lister Marine engines, from 50hp to 1700hp. For propulsion, auxiliary power or as part of a Lister Marine auxiliary set.

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Hawker Siddeley Group supplies mechanical, electrical and aerospace equipment with world-wide sales and service.



The Scania engines at the exhibition.

## Propeller system for the small boat

THE ADVANTAGES of controllable pitch propellers are well known in the fishing industry, but until recently it was very difficult to find a compact CP propeller set for the smaller class of fishing vessel.

At Catch '76 the Dutch company Promac-Nederland B.V. introduced a new range by Servogear A/S of Norway, of high quality CPs with integral gearboxes and hydraulically operated clutch mechanisms designed especially for vessels with engine ratings from 150 to 250 hp.

Promac-Nederland B.V. is a Federal Van Voorden B.V. and member of the giant Van Voorden Group, are agents for Servogear A/S (outside Scandinavia). The units are



The Promac Servogear CP propeller set at Catch '76, marketed in the UK by Morep Ltd. of Halifax under the trade name Promac Servogear.

Basically, Promac Servogear units consist of a propeller, stern tube, shaft(s) with pitch rod(s) and a reduction gearbox containing a

Continued on page 10

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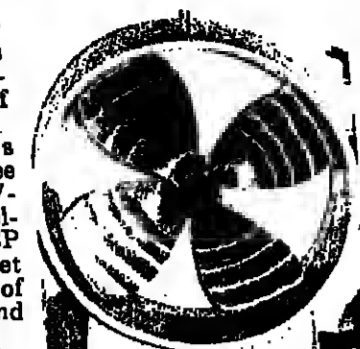
hydraulic clutch, a hydraulic operating system for the propeller pitch and a hydraulic pump. The clutch and pump can be operated by most standard control-makes in the wheelhouse and the units driven by a wide variety of engines.

Promac Servogear is available currently in three different models. The V-Drive, with hydraulic coupling and pitch servo for CP propeller, as displayed at Aberdeen, has a choice of reduction ratios (1.8:1 and 2.9:1).

This model is very popular as a space saver in small vessels as it allows the engine to be mounted well aft with the shaft driving forward into the independently mounted gearbox which transfers the drive back off under the engine mounting to the stern shaft end propeller.

The concept is one of the letter "V" on its side with the gearbox at the vertex and the engine and propeller at the ends of the prongs. The A-Drive (down-angle) and H-Drive (down-angle) all three models are flanged operate efficiently with directly onto the engine

## CATCH '76 REPORT



The Hodi propeller mounted on the Promac section of the Morap stand.

flywheel. The first has a down angle drive of 15° from the horizontal to provide a low engine height with a 1.8:1 reduction.

The H-Drive combination is a conventional arrangement; very compact, and again with two ratios (3.32:1 and 4.4:1).

All three models will drive engines up to a maximum of

3,800 rpm at a continuous torque of 60 Kpm (50 Kpm with the 2.9:1 reduction on the V-Drive). Orlinghaus coupling type 32 is standard in all types and other gear reductions are available on request.

Promac Servogear units and CP propellers are already so popular that shortly the range is to be extended to cover engines up to 500 hp. They are attractively priced and the installation is neither time consuming nor expensive.

Also prominently displayed on the Promac stand was a Hodi propeller nozzle by Hodi Zaltbommel B.V. of Holland. Today nozzles are accepted as standard equipment on much new tonnage and Hodi claim an increase of between 20 per cent and 30 per cent in tractive force and towing power with its nozzle, which means a big reduction in costly fuel bills.

One of the secrets of the

success of the Hodi nozzle is that they are fitted with Van Vourden Zaltbommel B.V. propellers and the two companies work in close harmony to produce a very effective machine.

Skipper Terry Taylor of the Aberdeen trawler *Moureen June* is just one of many satisfied Hodi customers. A representative of Promac at Catch '76 told *Fishing News* the Hodi nozzle on *Moureen June* was fitted inside seven days in Holland, and after 18 months, the fuel saving so far has more than paid for the cost.

### Upgraded gearbox coming

SELF-CHANGING Gears, part of the British Leyland organisation, announced plans were well advanced to increase the input rating of its MRF 700 H.D. Mk. 4 gearbox to 425 bhp — a move specifically directed at the fishing industry.

Already the company has secured Lloyds approval for the new gearing and shafting

and the improved gearbox should be available early in 1977.

Its present range of oil operated forward and reverse reduction epicyclic gearboxes are for use with diesels having a minimal output of between 60 and 350 bhp.

The announcement is an important step by Self-Changing Gears which makes a big contribution to the export market with sales abroad accounting for about 70 per cent of the production.

The MRF 700 H.D. Mk. 4, displayed at Aberdeen, is a fairly recent development of two earlier models and shows just how far these hand-built units have come in two years.

The gearboxes are mounted directly on to the engine with a torsional resilient coupling

drive. Hydraulically operated, a spur-type pump driven from the input shaft supplies oil for both ahead and astern clutches.

The angular position of the lever on the selector valve determines whether the oil supply is directed to the ahead, neutral or astern clutches and, by using oil pressure to work the clutches, the gearbox control is virtually effortless.

The gearboxes incorporate an important safety feature known as the "Emergency Lock-Up" device which ensures in the event of hydraulic failure the drive can be locked ahead enabling a vessel to reach port. Ratios available are 2.1, 3.1, 4.1 and 4.78:1. They are available with 2 or 3 gear reduction units.

### Engines get an 'airing'

DUNCAN ROGERS (Engineering) Ltd., the young Glasgow-based company and main distributor for the Deutz range of diesel engines in Scotland for the past two years, was expecting to be busy as a result of the show. There had been a lot of interest in air-cooled units.

V12 Deutz diesel engines are already fitted in the Macduff seiner-trawlers *Loreno*, *Vesper* and *Hesperus* and it was not surprising to find this engine — Type SBF 12M 716 with an output of 470 bhp at 1,500 rpm driving through a 6:1 reduction gearbox (all to Lloyds specifications) — prominently displayed again on the Rogers' stand.

Also on show was the larger Type SBA GM 528 six-cylinder engine (870 bhp at 900 rpm) suitable for large trawlers and the ample Deutz diesels was completed by three different models of the ever-popular air-cooled engines; the Type F2L 912 (27 bhp at

2,300 rpm), Type F5L 912 (54 bhp at 1,500 rpm) and Type F10L 413 (282 bhp at 2,500 rpm).

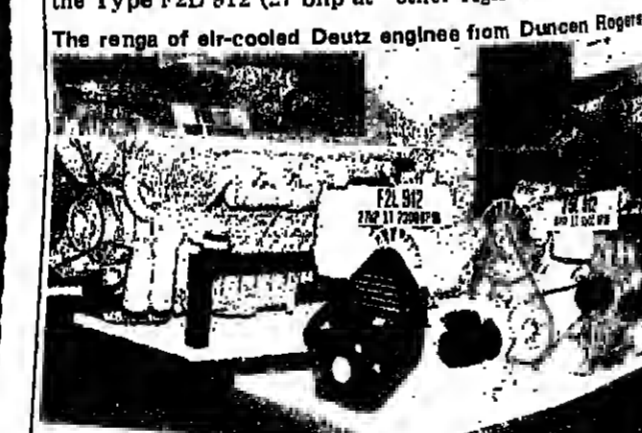
Deutz is the world's largest producer of air-cooled engines and manufactures a wide range up to 500 bhp. They are well suited to fishing vessels eliminating the problems of fouled systems which plague water-cooled engines.

They are also not affected by coolant freezing, corrosion, or cavitation etc., and their easy starting under adverse conditions created interest at the exhibition.

Of the smaller powered air-cooled models the Type F10L 413 was complete with a built-on reverse and reduction gearbox.

Just before Catch '76 Deutz opened a new sales and service depot in Limerick Street, Hull, which operates on a 24-hour basis.

Other service and sales centres are being planned in other regions.



### Unique propeller repair

ONE COMPANY reaping returns for personal service is the Buikie firm of FAL Scottish Propeller Services. FAL was established at the Moray Firth port in 1960 by Fred A. Langnes and his two sons.

Two new developments will interest fishermen. A couple of months ago the firm started to manufacture stern gear with shaft range of 2 to 2 1/2 in. diameter, and hope by the end of the year to be offering an ex-stock supply on all sizes in the range.

There is also a unique, but very practical, brainwave from the company. It has evolved a revolutionary method of sleeving shafts for repair.

Unlike the conventional procedure where a whole tube is inserted onto the shaft, FAL now apply a shorter sleeve in two halves, only at the point of wear.

The two semi-cylindrical parts are then semi-automatically welded and machined to the original size, including gullies, grooves, of the shaft. The only drawback, the method of

sleeving for stainless steel. The advantages of the new repair operation are it takes less machining time, and less material, thus minimising costs. FAL says it cuts about a third off the price, and of course the customer has the minimal delay.

The company already gives a 24-hour service, with repair customers as far apart as Shetland to Plymouth and Cornwall to Ireland.

### On his own

AMONG the many visitors to Catch '76 was David Ayres of Hull, formerly sales manager for the Humber St. Andrews Engineering Co. Ltd.

"Following the closure of this firm, Mr. Ayres has set up his own company. Named David Ayres Engineering Ltd., it is based on the Humber Flood Industrial Estate at Hull.

Part of the work of the new firm is to service the fishing industry and by supplying a range of equipment of the original size, including gullies, grooves, of the shaft. The only drawback, the method of

October 1, 1976

November 5, 1976

November 5, 1976

FISHING NEWS

# Politics put back Icelandic landing

PLANS for the first Icelandic trawler to land fish at Fleetwood in more than 25 years have been temporarily shelved.

There are fears that bed-felling might cause an incident which could wreck talks for future British access to Icelandic waters.

Geoff Anderson, president of the Fleetwood Fish Merchants' Association, said last week: "All the homework in bringing a vessel from Iceland to Fleetwood has been done. So has the wooing and a lot of the talking, but the time is just not right."

"When we got down to the nitty gritty, we detected quite

a lot of animosity from local fishermen towards the Icelanders.

"That doesn't mean that any ship which comes wouldn't get landed. We don't think that. But there could be an incident, and with the possibility of talks with Iceland in Brussels very shortly, we thought that it was best to shelve the scheme for now."

He stressed that in no way was the landing of fish by an Icelandic vessel meant to undermine the livelihood of local fishermen. "That would be crazy. It would be cutting our own throats."

"If we don't get more fish and a constant supply then it is certainly going to be back

to the wall with people going out of work — and who wants that? We have to find a way to increase the port's landings."

"We are landing between 5,000 and 7,000 kits a week. I suppose we might tick over on around that amount, but we certainly will not flourish. To flourish we shall have to land between 15,000 and 20,000 kits."

"In no way are the merchants who want to bring in on Icelandic against the local trawlermen. The port has to have fish, far more than we have been getting of late. Without it we are all sunk — merchants, fish workers and trawlermen."

"The problems at Fleetwood are underlined by our falling membership at the port. A couple of years ago we have over 100 members. Now it is down to fewer than 70. Only in the last couple of weeks two Fleetwood firms went out of business because of difficulties in the trade."

Peter Hewitt, president of Fleetwood Fishing Vessel Owners' Association, said: "Obviously it would be infinitely more preferable for our port supplies to be maintained completely by Fleetwood ships. But at the moment Fleetwood's supply situation is in a very serious state."

50 years ago

NOVEMBER 6, 1926

FUEL oil companies announce rise in prices. Standard grade heavy

Recalling some of the stories which appeared in our columns this week 50 years ago.

farmace oil is now 44.5s. per ton (previously 43.12s.6d) and standard grade diesel oil is 25 per ton previously 24.7s.6d).

FIRST German trawler to land at Milford Haven makes £750 for herring.

SCHEME to improve North Shields fish quay and markets approved by town council.

## RAIN SWAMPS MARION

THE 27ft. Grimeby Inshore fishing vessel *Marion* almost sank in a converted dry-dock last week after the open boat was swamped by torrential rains.

The build-up of water inside the hull shifted *Marion* from her mooring and she rolled into deeper water and filled up before settling on the bottom.

It is understood she was holed on the starboard quarter during the incident.

In an effort to stop the "weekender" from taking in more water, a team of workmen tried unsuccessfully to hand-haul the slowly sinking vessel. Luckily she settled only partially submerged on a ridge.

Later *Marion's* owners were more successful and she was hauled out enough to be heeled out of the dock.

## 'ALISON JANE' BACK AGAIN

THE 25-TON Lowestoft inshore liner *Alison Jane*, which spent the summer line fishing for dogfish from Grimsby, has unexpectedly returned to the Humber port.

She will join in the winter fishing for cod in the Humber estuary.

Skipped by owner David Hunt, and freshly painted after the long summer dogfishing, *Alison Jane* made two landings last week of 19 and 5 kits to gross 2867.

As always *Alison Jane* is being engaged at Grimsby by Sam Chapman & Sons Ltd. A spokesman told *Fishing News* the crew is fairly happy with the results so far.

## Windfall

WITH mackerel more than scarce the fleet at Mewegleavy, Cornwall, has headed in with a new catch — wood!

Most of the fleet brought in wood worth hundreds of pounds on Sunday last week. Lengths too big to go on deck were towed in.

The wood was dock cargo on a ship. Earlier last month it was reported that her loss would be a hazard to shipping.

The men will be entitled to keep their catches if no claim is made.

## Food fish review

BRITISH Food Fish\* by Gerald Watkin is published by the Wharfedale Company of Fishmongers, Fishmongers Hall, London, EC4.

As the company's inspector, Watkin brings an expert's knowledge to the task and, while mainly a reference book, he has put in a lot of incidental facts which add to its readability.

He goes through all the food fish which find their way on to the market — which means many fish to be found off the coast of the British Isles are not mentioned, although a number of them are good eating. For this we must blame the conservative British palate.

Each fish is described fully — alternative names, shape, fin pattern, colour, lateral line, miscellaneous information and where found. Cod, for instance, is listed in the UK in greater quantities than any other fish, while the grey mullet is popular with immigrants from the Mediterranean countries (British natives might enjoy it equally).

The immature fry of herring and sprats appear on our tables as whitbait, and small pilchards caught off the coasts of Spain, Portugal, Morocco and France end up in time and are called sardines.

The rockfish is our old friend the codfish, given a new name by recent legislation, and the tail meat of the angler-for-monk fish can be passed off as "scampi" in some places.

There is a section on smoked

## PUBLICATIONS

fish and a table showing the time, the temperature and methods used to produce different varieties.

Another chapter shows how an inspector works and how he can tell, between one species and another, whether fish is fit for human consumption or not.

The sense of smell is by no means the only guide to freshness. A separate section deals with shellfish.

There are good coloured photographs of each fish listed, and the book is strongly recommended to people both inside and outside the industry. *British Food Fish*: price £4.00 including postage.

## From steam to stern

FROM Steam to Stern, by David Lester King, is published by the Port of Lowestoft Research Society at 64p (including postage).

It is a history of the Colne Group, which was founded in 1845 by Gordon Clidgate. The book is paper-covered and both text and illustrations have suffered from the method of production.

It contains detailed information of all vessels of the group, past and present, but is rather stiffgoing for the general reader.

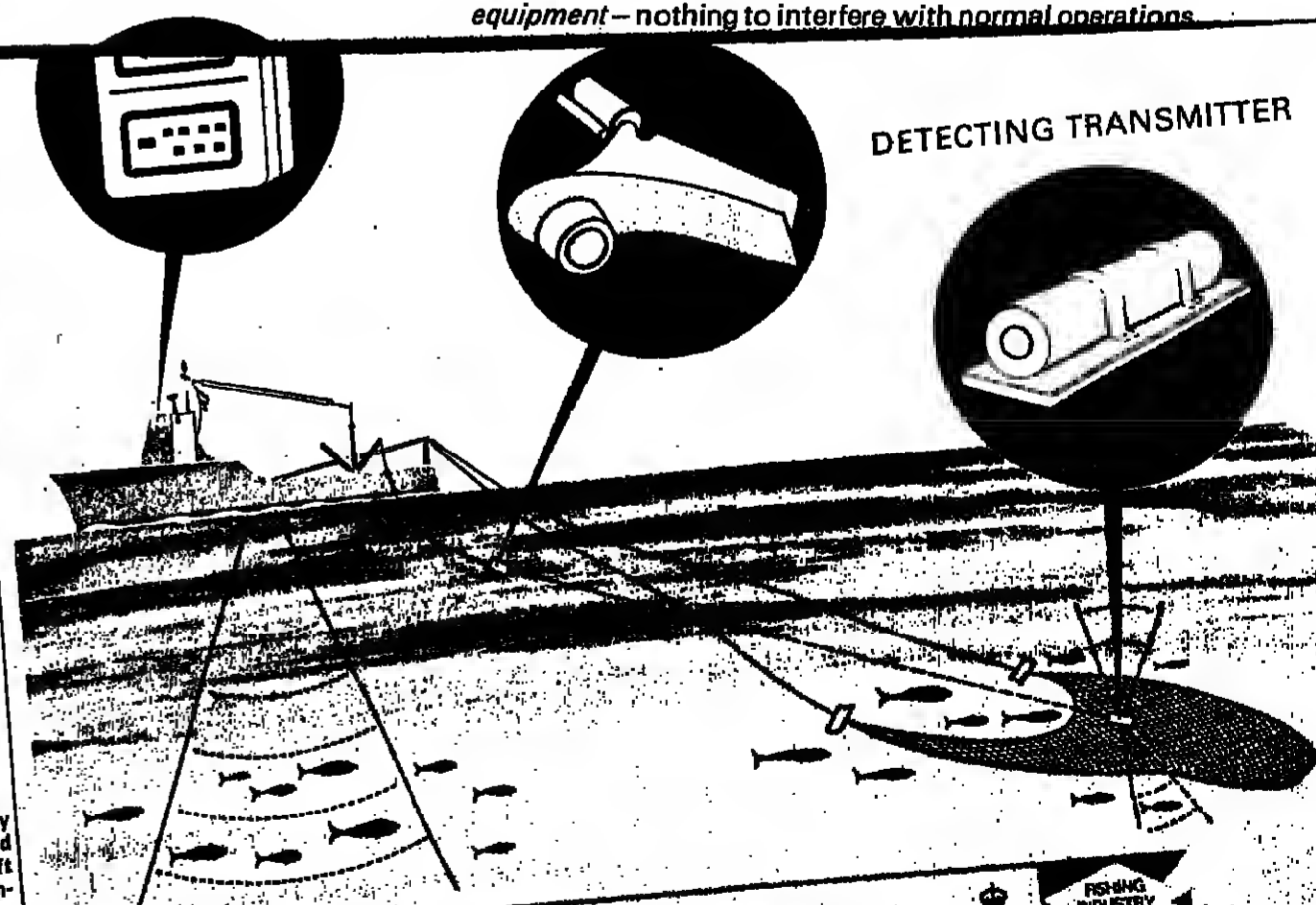
# Net Monitor

for bigger hauls and safer nets

Marconi Marine's Net Monitor NM850A shows you the depth of the headline below the surface, the character and position of the bottom relative to the headline and footrope, the presence of fish above and below the headline and an indication of the quantity of fish in the net. If required, it will monitor water temperature at the net, too. You can see how your gear is fishing and adjust it for the best results; and there is no cable connection to the equipment — nothing to interfere with normal operations.

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